

ADVISES MOTORISTS TO STUDY CARS TO GET LIFE AND MILES

An Owner Who Has Driven 68,000 Miles Without Any Accident or Arrest and Who Gets the Maximum Results From His Tires and Gasoline Gives Some Pointers to Other Owners of Cars.

HERE is the general scheme of operation followed by an automobile owner who has driven 68,000 miles without the slightest accident to himself or others, without an arrest for speeding and with a maximum service on tires, gasoline and lubricants. He averages 1600 miles a month, and his bills run about \$10 a month, plus an average of \$11.16 a month for tires. Last year his tire bill was \$122.94 and the year before \$166.65. The tires are 14x4-2 measure. This owner has driven automobiles for years, over the bad roads of this country and the difficult mountain passes of the Alps of Switzerland, Austria and Italy, and the interview with him is given not from any technical viewpoint, but merely that of the ordinary citizen who may keep his automobile in excellent running order all the time by the observance of a few simple rules that can be applied to every automobile, whether the latest priced or the most expensive.

"In the first place," said the owner, "I go on the assumption that every automobile is in running condition when it is turned out of the factory and that if something goes wrong it is most likely my own fault and not that of the car."

Every One Wants Economy.

"Every man, whether of moderate means or a millionaire, wants to operate his automobile as economically as possible. There are three chief accessories to watch, tires, gasoline and lubricants."

"Tires probably give the owner the greatest concern. I have tried every suggestion on buying them, and find it is an absolute waste of time and money to look for bargains in tires. There isn't any such thing. The average good standard make of tire lasts one year and more. When new a tire can stand the hardest wear. With this always in mind, start your new tire to service on the right rear wheel, even if you have to change another to do so. This wheel does the hardest work on the car, because it is a driving wheel, is always on the straight side of the roadway and has the greatest weight on it. From that wheel work the tire around, taking it from the right rear to the left rear, then to the right front and finally to the left front."

"Every man who wants to know if he is getting his money's worth in tires should keep a small record book of his tires. List a new tire at the top of a page, with the name of make, cost, when bought, when mounted, the mileage figure, when put on a wheel and whenever taken off. As an illustration I find this memorandum: \$4.50, bought April 15, June 7 on right rear at 1378; (second turning of this speedometer) July 20, off right rear at 5800, run 1720 miles, September 16, on left rear at 11,144; October 25, off left rear at 12,856, run 1706 miles, November 1, on left front at 13,558, February 3, off left front at 15,745, April 8, on left front at 18,557, April 15, off left front at 19,558, run 228. Tire blow up, total 7329 miles."

Long Journey With No Punctures.

"That record gives me a comparison all through the life of the tire with other makes. I can also watch the general performance of the tires. I find one tire that gave a solid mileage of 7219 miles on the right rear before it first removal and of another tire that started on the right rear, ran 2000 miles and then was put on the left front wheel, where it completed a run of 14,466 miles without a single puncture or removal from the rim. When it finally blew I tried another tube in it with a blowout patch, but got only ten miles more."

"There are many considerations to take into account in the matter of tires besides their own construction. Every one knows that it is silly and very grinding on tires to speed around corners, jam on brakes or stop suddenly, but after eliminating these things, a man can save more when he is running out in the free country. He can distribute his load more evenly and take a weight off the right tires by traveling along the center of the roadway, slightly to the left side of the road, until he sees a car coming from the opposite direction. He will also save many punctures if he will occasionally probe with the end of a key or knife into the fine cuts on the tire tread, looking for particles of glass that may have been forced into the rubber."

"Gasoline is becoming more expensive every day, but even this bill can be held down if a man observes the varying weather and adjusts his carburetor according to the amount of moisture in the air. There are varying grades of gasoline to be bought along the roadway and a man can easily tell how his gasoline mileage is going. Take your mileage every time you fill the gasoline tank, subtract the old figure and you can easily compute how many miles you are getting to the gallon. Patronize the place that gives you the most mileage."

Lubrication Needs Watching.

Lubrication is the third feature of an automobile's life and it should be watched on a very definite system. Determine on some mileage figure for regular inspection, according to the service your car gives on greases and oil. For instance, establish an inspection point at every 500 miles of your speedometer. At these points go over your grease cups, turn them down and fill them up again; look into your differential; see if your universal joints have enough grease; observe your clutch, if it has separate oiling system; look at the transmission, observe the motor oil level and learn if the oil is at the proper level and all the feed pipes from the magneto to a drop or two of oil. Every 1000 to 2000 miles the crank case should be drained free of all the old oil, washed out with kerosene and the cylinder washed. Then new, fresh oil should be put in. The cost is nothing compared to the results. The steering gear should be cleaned two or three times a year by pouring kerosene oil through it. This cuts out a great deal of the grit that accumulates drawn in through the radiator, and makes the handling of the car much less of an effort. Occasionally cleaning of the knuckle joints will help also."

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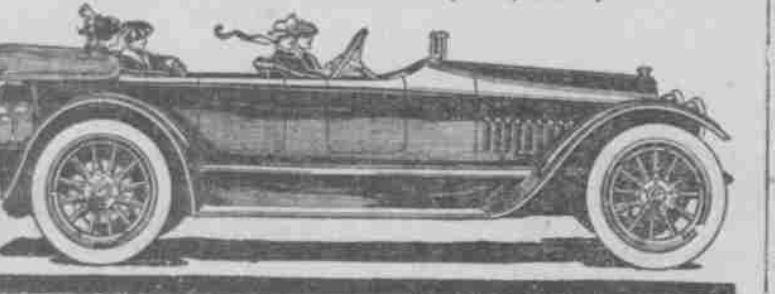
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EL PASO'S NEW TRAFFIC SIGNALS MEET WITH APPROVAL OF DRIVERS

Quick Acceleration Proves Valuable in Obeying Officers' Signals.

THE traffic signals recently installed by the police department on all the busy corners of the city are making a big hit with automobile drivers. The first semaphore was tried out at the intersection of Mesa avenue and Mills street. The only complaint heard was that the "stop" and "go" indicators were so high up that drivers, in cars with tops up, could not see them. This was remedied by placing other, but smaller, signs about midway on the iron pole and since then there has been no complaint.

Because of the large number of litters using San Jacinto plaza as their starting point, the intersection of Mesa and Mills is probably the busiest corner in the city. During the "rush" hours, traffic officer W. D. Croner has no time regulating traffic, which is at its heaviest from 11:30 a. m. to 2 p. m. and from about 4 p. m. to 6:30 p. m.

One noticeable feature about the new traffic signals is that the owner of a car with a quick "pick up" or acceleration has the advantage. The illustration shows officer Croner operating the apparatus at Mesa and Mills for the Maxwell demonstrator, which has proved very quick in its "pick up" and "get away" on the signals.

Since the new apparatus was installed the accidents, due to congested traffic, have been very scarce. There are ten in use in the city at the present time and, as traffic increases at other intersections, more will be put in use.

Speaking of the traffic troubles, John L. Suquet, of the Maxwell staff, said: "The automobile never causes an injury which is not traceable to some human fault. In a crowded street, a spirited team of horses, even with the best of drivers, is a menace, not only to the traffic, but to the pedestrians."

More Farmers Are Buying Motor Cars

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tion. I feel reluctant about committing myself for fear of falling far short.

A review of the statistics showing the buying power of the rural districts discloses the fact that the sale of automobiles to farmers and people living in small communities is rapidly increasing. This condition has every indication of continuing and it is a significant fact that such agricultural centers as Illinois, Iowa, Indiana, Minnesota, Wisconsin and California are all well up toward the top of the new car registration list.

Farmers realize now more than ever before that the automobile possesses great potential possibilities for the development and broadening of their lives and business opportunities than any other factor. In fact, it is really more valuable to farmers than to any other class of people, as it brings them more closely in touch with the advancements of the age, brings them closer to their markets and makes social activity possible in the rural districts."

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